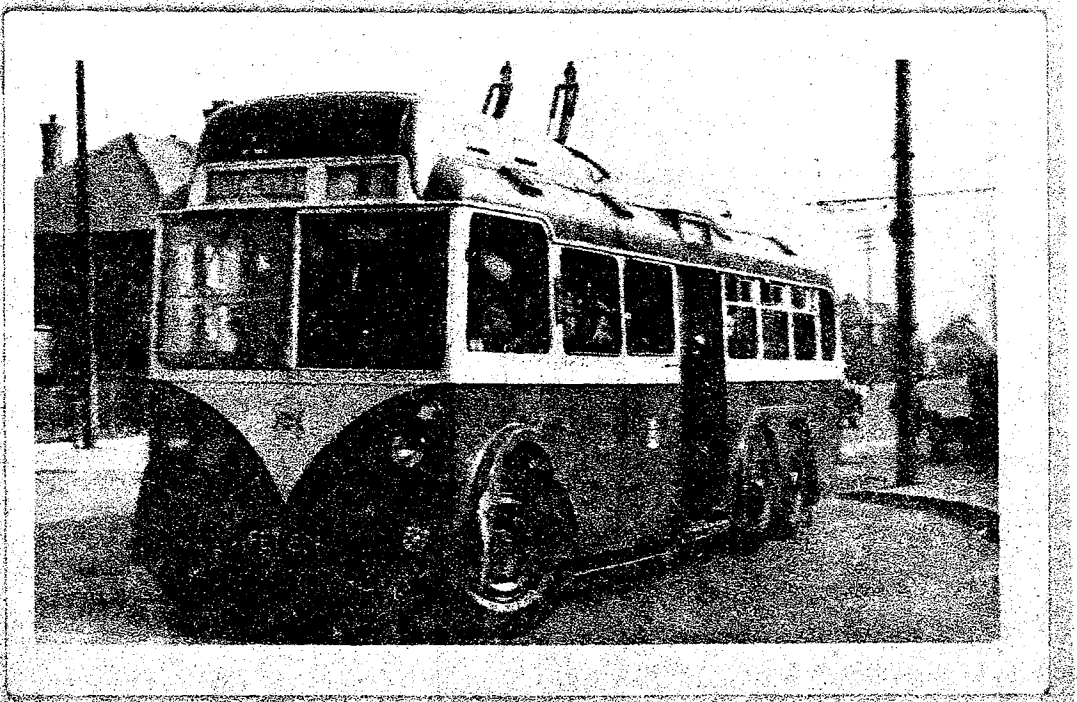
M&T NEWS



Rotherham trolleybus 8 (originally 6) on tour at Conisborough High terminus near the close of the Mexborough and Swinton system (C.P.H. Robinson.

The Monthly Magazine of . . .
SHEFFIELD OMNIBUS ENTHUSIASTS SOCIETY

M & T NEWS

Secretary : D.E.Vickers,144,Steade Road,Sheffield,S7 1DU
Treasurer : M.Q.Craig,35,Norton Park View,Sheffield,S8 8GS
Editor : R.Banks,17,Ulley Crescent,Sheffield,S13 8BA

June 1969 No.55

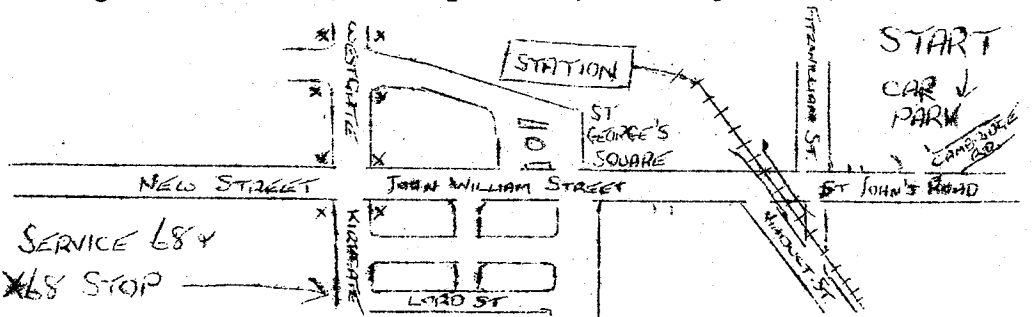
SOCIETY NEWS

FILM EVENING - Our first film evening,held on 25th.June went very well indeed,and the audience was treated to some very fine films,some bringing back fond memories of vehicles now withdrawn.Following this success there will certainly be more such evening,and details of the next will follow shortly.

JUNE IS 231 MONTH - We have been very lucky in that all but one of the four weekends in June have been fine,and allowed ample opportunity for a large amount of work to be done on 231.We are very grateful indeed to the many members who have helped - numbers reached 15 on one Sunday afternoon. At the time of writing the exterior of the bus has got as far as the undercoat,and we hope that,during fine evenings in July,the top coat will be completed by a couple of 'expert' painters who have offered help with this.If anyone would like to help in finishing off the bus please will they let me know,and I can give details of what weekends will be suitable.We have also received offers of help in getting 231 back into working order mechanically,and hope that,in next month's issue,we can report her running around again.

PARADE THROUGH HUDDERSFIELD - 27th.JULY

On this date a parade of old vehicles through Huddersfield, culminating in an exhibition in Huddersfield's Greenhead Park and judging of all entrants,will be held.Our Bedford OB, LRB 750 has been entered for this,and we invite you all to come along and support her.The vehicles will assemble at Cambridge Road Baths(see map below) at 11.30 a.m.



Some of the judging will take place here, then the parade will leave Cambridge Road at 1.00 p.m. running through the centre of Huddersfield via St.John's Road, John William Street, New Street, High Street, Market Street, Westgate and Trinity Street to Greenhead Park. Here all entrants will line up, judging will be completed, and prizes presented at 4.30 p.m. LRB 750 has been allocated entry no. C7.

We will be leaving Sheffield (Harmer Lane - alongside Central Bus Station) at 9.30 a.m., and returning after the prize-giving. Do come and join us - we cannot ask fares for travelling on LRB, though any donation towards preservation would be greatly appreciated. If you are coming please will you let me know as soon as possible so that we can save you a seat.

VEHICLE DRAWINGS - We have now had a number of prints made of the excellent scale drawings of Rotherham and London vehicles. A full list is available, and I'm sure you'll find these are just what you have been looking for, Our grateful thanks go to member David E. Jane for all the trouble he has taken over these.

HALLAMSHIRE TRANSPORT GROUP The S.O.E.S. is not, and never has been, a "democratic" Society, i.e. although suggestions are invited from members, the final decision as regards policy, future activities and allocation of funds rests solely with the Society Secretary.

A few people have expressed disagreement with this format and have formed a separate group - the Hallamshire Transport Group; this embodies a Constitution and is run by a Committee. Any local reader who feels he would prefer this form of Group is invited to contact:

H.T.G. Hon. Sec.; 256, Woodseats Rd, SHEFFIELD, S8 OPQ

The S.O.E.S. will continue to function exactly as it has done in the past; vehicle, magazine and tours policies will remain unchanged.

TRANS-PENNINE RUN - Details have been received of the HCVC trans-pennine run to be held on Sunday 10th. August. Although we are not entering for this, full details are as follows for any member who would like to go along to see the vehicles taking part:
Leave Manchester City F.C. Ground (Maine Road) from 8.30 a.m. travelling via Rochdale, Todmorden, Halifax (10.15 a.m.)

Bradford,Shipley and Otley to Harrogate Royal Hall Car Park,arriving from 12 noon,and where vehicles will be on display during the afternoon - Admission free.

FLEET NEWS /Banks

SHEFFIELD TRANSPORT DEPARTMENT - D.Tummon,P.Beardsley,R.

New are 222-41,WWJ 222-41G,Leyland PDR2/1 Park Royal H79D. This batch has red wheels instead of blue and all are now in service.222 was the first to enter service on 2/6/69 on the 3rd.Night Special,228 the last on 26/6/69. Many of them quickly developed faults,and there have been a number of reports of seeing them being towed back to garage.

As a result of these,the following transfers took place as from 22/6/69:

EB - Ld : 1109-16,1392-7
EB - Hr : 508-10
Ld - Gl : 765/7/8
Ld - Hr : 1769-75

Bridgemaster 522 is at the rear of EB but is NOT withdrawn - merely awaiting spares.

The next batches of new vehicles,which will now be delayed because of the Leyland strike,will be allocated as follows:

1135-49 to Herries 541 - 580 to Greenland.

Bristol RELL demonstrator LAE 770E arrived on 27/6/69 and will stay for ten days.It is to be operated on Svc.51 once it has been fitted out with OMO equipment.When this returns two more demonstrators are to follow in turn - a Pennine bodied Seddon,and a single-deck Dundee fleetline.

Chassis numbers: 222/4/6/7/30/1/3-5/7/8/41 : 803983/5/7/4092/125/6/209/44/5/355/6/9.
1117-34 : 900397-400/41-4/540/604-7/89-93
Repaints : 909/50. 140/6 (with red wheels)
Withdrawls and pending withdrawls :
East Bank : 1270 - 30/6/69
Herries : 1258 - 30/6/69 1257 - 3/7/69
1260 - 10/7/69 1256 - 18/7/69 1263 - 20/7/69.

The following withdrawn buses are removed from the fleet strength as from 6/7/69,and will be the next batch to be sold: 477,478,806,821,825,827,829,831,832,833,836,840,844, 845,846,848,1252,1261.

Observations 858 on 9,19/5/69;1369 on 2,814 on 3,1016 on 20 all 27/5/69,1375 on 28,3/6/69;1131 on 151,18/6/69.
Service Fleet - two new vehicles have arrived and are: VS31/2 AWA 496/7G BMC j-type vans.

The Editor has found a list of old service vehicles, and members requiring a copy should send a 5d S.A.E. to him.

BRADFORD - P.M.Angel,M.Hampson,P.Beardsley
3/11/4/63 have been withdrawn. AEC 7 was still in active service when noted a short time ago.

On Sunday 18/6/69 Glydegate came into use for both trolley and motor buses.Gt.Horton Road is now closed and West Yorkshire now use Morley Street.

DEVON GENERAL - M.Luty,R.Banks New are:
68-73 OTA 68-73G AEC Reliance 6MU3R7062-7 Marshall B41F
Court Garages - CXF 256/7G Bedford SB5 466343/109 Duple C41F
(XF was a London registration but was issued to the new Torbay licensing authority - Ed.)

Because of new vehicle policy buses are to last 15 years and not 12 as at present;in consequence 784-9,1956 Regent V's are not being sold this year but are having repaints. This is why the four Atlanteans destined for Devon General were diverted to Yorkshire Traction.

Although there are no new coaches this season,two of the oldest Grey Car Coaches,834/5,1961 Reliance/Willowbrook,have been repainted in Greenslade Tours(Exeter) livery.They usually buy old Grey Car coaches as both companies were in the BET group.The transfer of these two coaches coincides with the transfer of the Grey Cars tours licences in the Exeter area to Greenslades Tours at Exeter and Exmouth and Kingdom's Tours at Tiverton.

A Western National VRT,1057 OTA 291G was on loan to Devon General for a fortnight from 18/5/69 for evaluation. We are assured,however,that Devon General is not going green.

DONCASTER - P.Beardsley
Now withdrawn are 125/8/31/2/4

ROTHERHAM - P.Beardsley,D.E.Jane
I'm afraid we have to admit that the SOES last Rotherham Crossley run wasn't.This is because,during week-ending 28th.June Rotherham caused a big surprise by reinstating one of their withdrawn Crossleys because of bus shortage. Just as surprising is the fact that the vehicle reinstated

was not one of the last three in service, but 209, which was withdrawn some months ago. We are informed that the final three i.e. 210-2 have now been sold (211 was used for the SOES tour). Thus, for the time being at least, you can still ride on a Rotherham Crossley in service.

MANSFIELD DISTRICT - D.Tummon
Now withdrawn are 206/7 (Bristol LS6G's) (It is believed that these have gone to Eastern Counties - Ed.)

MEXBOROUGH AND SWINTON - P.Beardsley
Fleetlines 15-8 have been sold to West Riding (q.v.)

DERBY - P.Beardsley

The local press reports that one vehicle has been repainted in a new livery of blue and grey. It is understood that this is to be the livery for OMO buses.

TRENT - P.Beardsley New are:
316-25 VCH 316-25G Leyland PSU3A/4R Duple B45F

YORKSHIRE WOOLLEN New and acquired vehicles are:
NEW : 412-6 GHD 412-6G Leyland PSU3A/4RT 900431/2/914-6
Alexander C45F
EX.WEST YORKS. KDB54/6, YDG 83/4/8/92
150/1 HWW 881/3 Bristol K6B 76.087/8.137 ECW L55RD
New 1947
OWT 196/205 Bristol K5G 127.06/8 ECW H55R
new 1955
OWT 197/201 Bristol K5G 127.03/1 ECW H56R
New 1955
The last four were virtually new, but were rebuilt from old chassis.

INDEPENDENTS SECTION - R.Banks, P.Beardsley, P.M.Angell

MOSSELWHITE, MOSBOROUGH Recently acquired is:
RRN 291 AEC Reliance 2MU3RV4089 Plaxton C41F
(When seen by the Editor on 5/6/69 it was still in its previous owners livery which was Knowles, Bolton, and still had their legal writing on the side).

WEST RIDING (Sorry wrong section!) New are:
211-35 PHL 211-35G Daimler CRG6LX 62772-96 Roe H77F
236-40 PHL 236-40G Leyland PSURIA/1R 804583/4/730-2
Plaxton -52-
241-5 PHL 241-5G Bristol RELL6G 3/703-7 Plaxton -52-

Acquired are:

246-9 RWY 515-8G Daimler CRG6 62269-72 NCME L77F
Ex.Mexborough and Swinton 15-8
400-4 XNU 423-7 Bristol LD6G 108.091/110-2/9 ECW
H58RD Ex.Midland General 439-43

Withdrawn are: 697/736/899/939/42/3/5/6/59

One of the Wulfrunians was seen travelling south on the M1 at Hoyland Common on 16/6/69. This was presumably going to a scrapyard (One of the Barnsley scrapdealers usually breaks these up - Ed.)

R.STORE withdrawn is LWR 337, Guy Arab/Park Royal

BADDELEY, HOLMFIRTH		406 FUP	Bedford SB1	78083
Plaxton	C41F	Ex.Hanlon, Cumnock 4/69		
BINGLEY, KINSLEY		BNW 639C	Bedford VAL14	1750
Plaxton	C52F	Ex.Wallace Arnold, Leeds 5/69		
		BNW 640C	Bedford VAL14	1753
Plaxton	C52F	Ex.Wallace Arnold, Leeds 5/69		
		TWU 956	Bedford SBG	44753
Plaxton	C41F	Withdrawn 4/69		
FELIX, HATFIELD		49 YYG 649G	Daimler CRG6LX	63110
Roe	H74D	New 5/69		
FRETWELL, BENTLEY		YDT 365G	Bedford VAM70	462876
Duple	C45F	New 4/69		
PHILLIPSON, GOLDTHORPE		AUM 413C	Leyland PSU3/3R	L24929
Plaxton	C51F	Ex.City Coaches, Waltham Abbey 4/69		
RILEY, ROTHERHAM		NET 10G	Bedford VAM70	466154
Plaxton	C45F	New 4/69		
ROSSIE, ROSSINGTON		YYG 298G	Bedford VAM70	464554
Duple	C45F	New 4/69		
SHALESMOOR, SHEFFIELD		YWJ 665G	Bedford VAL70	461401
Plaxton	C53F	New 4/69		
SIMS, SHEFFIELD		AWA 730G	Ford R226	53139
Plaxton	C53F	New 4/69		
STORE, Stainforth		YYG 199G	Bedford VAM70	465994
Duple	C45F	New 5/69		
WIGMORE, DINNINGTON		YWY 949G	Bedford VAL70	465390
Willowbrook	B56F	New 4/69		
WILSON, STAINFORTH	75	YWU 675G	Ford R226	52959
Plaxton	C53F	New 4/69		
	76	YWU 676G	Ford R226	53323
Plaxton	C53F	New 4/69		
	77	YWU 677G	Bedford	LZ6897
Plaxton	C20F	New 4/69		

GENERAL NEWS - P.M.Angell

Three LTE buses were seen on the M1 possibly to scrap dealers or breakers in the Barnsley area.They were RTL96/369/1545.

On 16/6/69 Yorkshire Traction 658 was seen outside Midland Station.

TROLLEYBUS NEWS

BRADFORD - P.M.Angel

Apart from the trolleys listed in last month's M & T News,trolleys 560/6/89,741/2/94/7/8 were all inside or at the side of Thornbury depot condemned.

WALSALL - D.Tummon

Rumour has it that 29 ex.Bournemouth trolleys are to be obtained.Presuming there are no extensions,vehicles replaced will probably be:

303-10 batch	ex.Maidstone and District	(7)
334-43 Brush batch	(except 342)	(9)
850	Crossley ex.Grimsby	(1)
		Total 17

This coincides,almost,with the number of serviceable Bournemouth trolleys left,the rest probably being bought for spares.If all are put into service this will see the end of the ex-Ipswich vehicles (8),350 and 874 (Total 10) This will leave 4 vehicles for spares as 300 is already in Walsall.These are being reported as for OMO operation, which is rather strange as Walsall are running many dual door Fleetlines with a two-man crew.Also this would involve automatic frogs being fitted.

S.E.L.N.E.C.OPERATORS - C.E.Allen

The following corrects the notes in last month's issue.

ASHTON 57-61 PTE 857G etc. NORTHERN COUNTIES H43/28D

MANCHESTER 1049-50,2049-50 will not be built
2051-97 H47/28D (+ 21 standing)

OLDHAM 178-83 SBU 17G etc.

STOP PRESS The STD Bristol demonstrator LAE 770E,entered service on 30/6/69,it's first trip being the 16.04 Pinstone Street to Gleadless service 51.

Double-deck OMO trials are to begin on 4/6/69 on the 10,49,89,7,120 and 194 services in the hope of converting these later in the year.

ADVERTISEMENT

FOR SALE I-Spy Buses (9d),Modern Tramway April 1968 (2/=) Oct.1968 to June 1969 incl.(2/6d each), S.T.D.timetables May 1966,May 1967,Jan 1968 (6d.each). Please add postage

D.C.TUMMON,57,HARLEY ROAD,BENTS GREEN,SHEFFIELD,S11 9SE

YORK-SHEFFIELD BUS RACE

Unfortunately there has been a very poor response to this so far,with only a dozen entrants to date - although many have shown a great deal of enthusiasm for the project. Thus it will NOT be held on Saturday July 12th,but,if further competitors can be enlisted,will be postponed until August or September.Why don't YOU take part as well - you may win £3,but even if you don't it will be a very enjoyable day out.Just drop me a Line (D.E.Vickers) to enter,or for further details,and make this idea a reality.

BOOK REVIEW by Monocoach

TRAMWAY REVIEW No.58 LRTL Publications,35,Montholme Rd., London S.W.11 3/= post free.

I have not previously reviewed periodicals,but the recent articles in Tramway Review by C.C.Hall Esq.will be of the utmost interest to Sheffield members,dealing as they do with 'A history of the Barnsley,Dearne,Mexborough and Rotherham Tramway Conurbation.' This particular copy concentrates on the later period of the through joint route from Sheffield to Rotherham and the Rotherham allocation to it.Also in 'Letters to the Editor' is a reference to Sheffield's former L.C.C.cars and a photograph of one actually in Sheffield livery.Other interesting reading includes an interesting snippet about the Giants Causeway Tramway,and,if you wish to find out what POLAEOLOGY is,buy Tramway Review nos.57/8.

A SURVEY OF BRITAIN'S REMAINING TRAMWAYS. by D.Tummon

No.5 SNAEFELL MOUNTAIN RAILWAY - Part Two.

The rolling stock in use was originally obtained,with few alterations.The cars are of the M.E.R. 'box' shape and similar to their former 10-13 in appearance.In 1896/7,these

cars were glazed with sliding windows,for protection and to provide the extra necessary ventilation,clerestory roofs were provided.Also in stock is a works car which is a long double cab wagon bodied underframe.This rests on bricks beside the depot,and borrows bogies and bow collectors etc. from a passenger car when needed for use. the remainder of the ggods stock consists of a tower wagon and a 4-wheel trailer which used to convey barrels of liquid refreshment to Bungalow and Summit hotels.The Air Ministry cars have their own shed and are not owned by the M.E.R. board,although they use the fell rail equipment. For overhaul the cars are run onto the interlaced track at Laxey and are given 3ft.gauge bogies,and are taken to Derby Castle works.

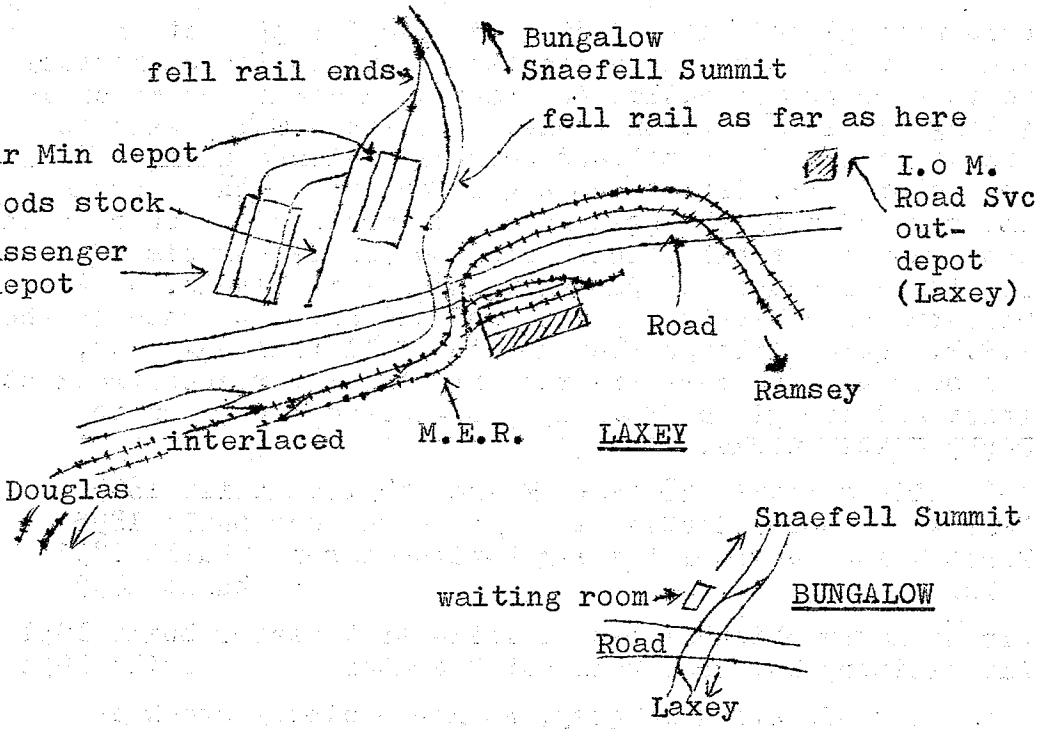
1-6 Milnes 'box' 48 seat Milnes bogies built 1895
"Maria" 7 6-ton double-cab wagon works car built 1895
Hurst Nelson 4-wheel trailer 2-plank wagon built 1895
Tower Wagon built 1895

Air Ministry Whickham petrol rail-car 4 seater built 1951
Air Ministry Whickham rail-car 8 seater built 1951

The goods stock is grey,the Air Ministry stock is black and yellow,and the passenger stock red,white and teak.

The overhead equipment is simpler than on the M.E.R. and current is collected by two permanent bow collectors on each car.This is because of the danger of trolley-poles blowing off in high mountain winds.Support is mainly by **centre** - bracket poles,painted green as on the M.E.R. There are,however,some wooden bracket poles on the higher slopes.The single track is controlled by lights activated by downward cars on the overhead.

The track is flat-bottomed rail to 3ft.6 in gauge to make room for the fell rail equipment on the bogies.The fell rail is a double-headed rail laid on its side between the tracks.Additional traction and braking is obtained on these extra rail surfaces,by two wheels mounted horizontally.However,by the time the line was built cars were powerful enough to ascend the maximum gradient of 1 in 12 by ordinary adhesion alone.The fell rail is thus a safety devise now,rather than for extra adhesion.To avoid interrupting this on the gradient,the point for the depot is unique in design in that the whole track section moves. This produces a set of kinks for the tram to negotiate,but prevents the fell rail being interrupted.At the Summit the



point is of another unique type, where a complete end-pivoted central rail swings across, the fell rail terminating just before this set of points and stub terminus. The points at the Bungalow were originally of the same kind, but are now normal. The point at the beginning of the single-track is spring, and all others are hand-operated. Right-hand running is in force, and the road crossing at the Bungalow is controlled by gates, but not that at Laxey. During TT races the cars run short-workings to the crossing below the road at the Bungalow.

The cars have a driver and brakesman. Tickets must be obtained before boarding. The driver is at the uphill end, and has nothing to do on the downhill journey, the brakesman has little to do on the uphill journey. The driver's controller is a normal full-speed one, but the brakesman has only a back-up controller used only for depot shunting, strating from the Summit and Bungalow and running on one flat area of track.

The journey takes 30 minutes, and workings are controlled by station masters at Laxey, where cars wait to connect with the M.E.R., The Bungalow and Summit. The fare is 9/6s return from Laxey, and one return trip is included in the 16/= two

day rover ticket of the M.E.R.

NOTE: This concludes the survey of remaining 'Thoroughbred' tramways,but future articles will include Eastbourne,Volks, Ramsey Pier etc. + Manchester (?)

WALLASEY CORPORATION TODAY
by.G.Astin

If you are a little hazy as to the whereabouts of Wallasey,it is tucked in the north-east corner of the Wirral Peninsula,and has a population of about 103,000.The whole town is really a giant suburban area so the town does not have a very large centre.It is served by the efficient network of services provided by the Corporation,whose offices and depot are situated in Seaview Road,Liscard. Liscard itself is in the centre of the town and it is thus served by many routes.

The livery of the fleet is described as sea-green and cream,this to me seems to be a faded mixture of ywllow and green,and,of course,cream.There are nearly 90 vehicles in the fleet including 30 Leyland Atlanteans,over 50 Titan PD2's,with Metro-Cammell,Weymann and Burlingham bodies.In the small single-deck fleet there are 4 Albion Nimbus's of 1962 with front-entrance bodies and a Duple bodied Bedford J2 with seats for 19 people.This latter vehicle replaced No.100,a Trojan bodied Trojan of 1960,purchased by Wallasey from Banstead Coaches,Surrey in 1963,in 1967 and is used on service 22(more of this later).Two other vehicles are in the single-deck fleet,Nos.81 and 82.No.81 is a Titan PD2/10 of 1957 with a front entrance Burlingham coach body of 1948. No.82 is a PD1 built in 1946 and has the same type of body as No.82.

A couple of other points worth mentioning about the double-deck fleet is that No.1,a Metro-Cammell bodied Leyland Atlantean was the first Atlantean to be placed in service by any operator.No.43,a Metro-Cammell PD2/1 of 1951 had its chassis destryoed during 1959 and this was replaced with a 1957 PD2/10 chassis whilst the original body was kept.

I do not want to give a comprehensive history of the system,but horse trams,electric trams and motorbuses have all been operated by Wallasey.Unusual vehicles have included

six-wheeled Karrier double-deckers,whilst two AEC Q types were bought in 1935.Some readers will probably know that Birkenhead also purchased the only lowbridge type of this vehicle built,and I wonder if there was a joint service, both operators using their Q types on it.

Today the Corporation runs about 30 services of which 6 are jointly operated with Birkenhead Municipal Transport. Most services start or end at either Seacombe or New Brighton. One route,the no.10 goes all the way from the latter to Bromborough,to the south of Birkenhead,though most of the buses go only as far as New Ferry.This is a very busy route especially at weekends or during holidays.The last timetabled bus leaves New Brighton at 2341,arriving at New Ferry at 0022,and normal fares are still charged! On some routes the headway is about every 10 minutes during the rush hours falling to a 40 minute headway during the off-peak hours. During the Summer months the Corporation also run a Wirral Tour,which lasts 2 hours starting and finishing at New Brighton.Also other summer only services operate from New Brighton and Grove Road to the Derby Bathing Pool.

Route 21 is a Sundays only service(which is not surprising) between Liscard and Frankby Cemetary.

About six or so years ago the Transport Dept. started a special shopping service with its Trojan,with an hourly headway between 0937 and 1737.This route,no.22 runs between Kirkland and Harrison Drive via Liscard,going up about every street not served by any other service.The service operates between Mondays and Saturdays,but on Wednesdays(early closing day) no afternoon service is operated.

Route 28 is the limited stop service between Liscard and Seacombe Ferry.The full journey takes only 5 minutes and operates every 20 minutes during off-peak periods only.

Wallasey Corporation also operate the ferry service between Seacombe and Liverpool(Pier Head),the sailings from both terminals being every 10 or 20 minutes on weekdays,and 20-30 minutes on Sundays.In summer there are ferry sailings from Pier Head to New Brighton.

Crossville operate a couple of services to & from Wallasey including F34 to Birkenhead via Greasby and West Kirby,F76 Seacombe to Capenhurst and F77 Wallasey to Capenhurst,F48 Wallasey to Parkgate and F49 Wallasey to Chester.

LATE NOTE : Buses nos.81 and 82 have definitely been withdrawn,as have all the six Burlingham bodied PD2's.

NORTHERN TROLLEYBUSES

EARLY BRITISH RAILLESS SYSTEMS

By H.Brearley Ipswich

Ipswich already had a transport system of many years standing,but to be in the fashion decided on a Railless trial,and in September,1922,arranged to loan three Railless buses for a test,at a cost of £700.These were to come from Railless Ltd. and run from the Station to Cornhill on an existing tram route so that only a negative wire needed erecting.The buses were single deck and had twin motors.The experiment proved a success and it was decided to go ahead and convert the whole system.

The three Railless buses were purchased and numbered 1,2 & 3.In 1924 a Ransome trolley was purchased and numbered 4.In 1925 a Tilling-Stevens became number 5.This was fitted with a Ransome body.A final experimental bus was number 6. This was another Ransome.

As a result of this success trams were abandoned in 1926. It was in this year that trolleybus number 6 was withdrawn and ten Ransomes,numbers 6-15,were purchased.Richard Garrett another local firm,supplied the next buses.These along with some more Ransomes brought the fleet numbers up to 45.These all had single deck bodies of various types.They had some crude looking vehicles.In 1933 the first double deck was delivered.These were of a pleasing design.The arrival of these brought about the beginning of withdrawal of the single decks.The last Ransome to be delivered was number 86 in 1940 and now Ransomes had ceased production of trolleybuses and so the Council had to seek some other firms products and so in 1944 Karriers with Weymann wartime bodies cam eon the scene.These were numbers 87-90,and in 1945 91-102 were delivered.

In 1947 more vehicles were ordered and it was at this time that Karriers were discontinued in favourof Sunbeams. Thus 103-114 were Sunbeams with Park Royal bodies.Again 115-126 were Sunbeams,and also had Park Royal bodies.These were the last trolleybuses ordered by Ipswich,the Corporation having decided to abandon electric traction,and in fact to decide whether to sell the transport system owing to the losses made and high maintainance costs.The final trolleybus ran in 1963,but the Department is still functioning with motor buses,but so ended another trolleybus system.

THE TROLLEYBUSES OF HULL

continued by G.Astin

Depots Cottingham Road — Anlaby Road (Wheeler Street)
Holderness Road — Hessle Road (Liverpool Street)

Routes

61 City - Chanterland's Avenue
62 City - Princes Avenue - Newland Avenue
63 City - Beverley Road
64 City - Holderness Road
65 City - Chanterland's Avenue (Short working to Bricknell Ave.)
66 City - Princes Avenue (Short working)
68 City - Holderness Road (Short working to East Park only)
69 City - Anlaby Road
70 City - Hessle Road
71 City - Anlaby Road (Short working to West Park only)

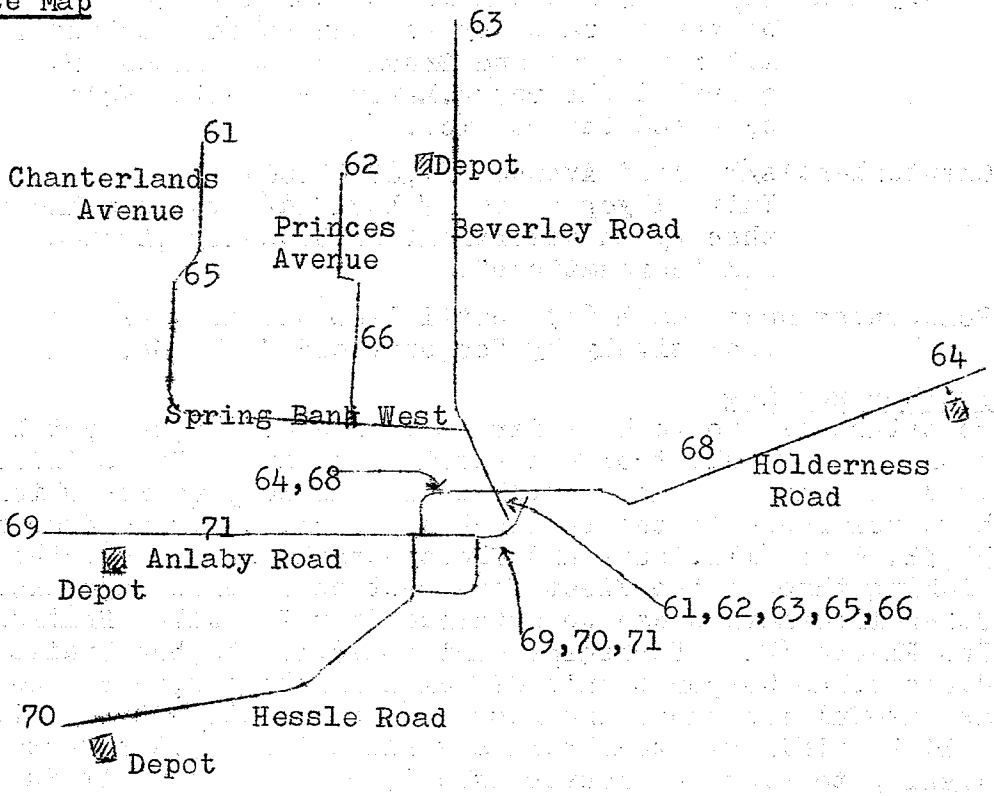
City Centre Terminii

King Edward Street	61,62,63,65,66
Jameson Street	64,68
City Hall	69,70,71

Map of City Centre

BECAUSE OF A TYPIST'S ERROR WE REGRET THAT THIS MAP HAS HAD TO BE HELD OVER TILL NEXT MONTH

Route Map



Notes

Route 71 after reaching West Park turned left into the Boulevard where it used a reverser.
In late 1962,routes 69 and 70 were re-routed to use Paragon Street and Ferensway instead of its former course via Chariot Street and Carr Lane.

Replacement of Trolleybus Services

Hessle Road	(70)	1961
Anlaby Road	(69 & 71)	February,1962
Chanterland's Avenue	(61 & 65)	July,1962
Holderness Road	(64 & 68)	September,1963
Newland Avenue	(62 & 66)	November,1963
Beverley Road	(63)	October,1964

Usual Trolleybus 'Haunts'

Hessle Road (70) utility Sunbeam W's,later by the Roe bodied Sunbeam F4's.In its last year of operation East Lancs bodied Leylands worked the service.

Anlaby Road (69 & 70) Between introduction (1942) till end of war operated by Weymann bodied Leylands. After war Roe and Brush bodied Sunbeam W's operated the route.Later Roe bodied F4's operated the service.

Chanterland's/Newland Avenue (61,62,65,66) Initiallyoperatedcby Leyland/weymann vehicles, then by an assortment of Crossleys,Sunbeam W's and "coronations".

Holderness Road (64 & 68) Until 1960 operated almost exclusively by "coronation" Sunbeams.

Further Reading

Unfortunately,no book as far as I am aware of,has yet been published on Hull trolleybuses.The magazine 'Buses Illustrated' has had several articles on Hull Corporation which have reference to the trolleybus system,ie. Issue Numbers:-31,32,86 and 111.Route and fleet details can be obtained by lloking through the Fleet News section of this magazine. Other information can be obtained from Ian Allan British Bus Fleets (No 2,Yorkshire Municipal),Trolleybus Trails by J.Joyce.The Corporation's Official Timetables,priced 6d, are useful for those interested in the routes (though it will be difficult to obtain any old editions).For those wishing to plot the routes exactly or even to visit Hull, a 'Geographia' plan is extremely useful at 4/-.
Even though the trolleybus has gone,Hull is well worth a visit.One can still see an ex ST.Helens RT type Regent or an ex Nottingham Regent doing regular service.For those interested in an historical outlook at transport there is a transport museum in High Street.A good way of seeing the old trolleybus terminii is by the Circular route,10.This goes all the way from Hessle Road to Marfleet via West, North and East Hull

Fleet Details

1-26	CRH925-50	Leyland TB2	Weymann H54R	1937
27-46	ERH27-46	Crossley	Craven H60R	1938
47-66	FRH547-66	Leyland TB7	East Lancs H54R	1939
67-78	GRH287-98	Sunbeam W	Brush H56R	1945
79-84	GRH355-60	Sunbeam W	Roe H56R	1945
85-90	HRH85-90	Sunbeam W	Roe H60R	1947
91-100	HRH91-100	Sunbeam F4	Roe H60R	1948
101	NRH101	Sunbeam MF2B	Roe H54D	1953
102-116	RKH102-15	Sunbeam MF2B	Roe H54D	1954

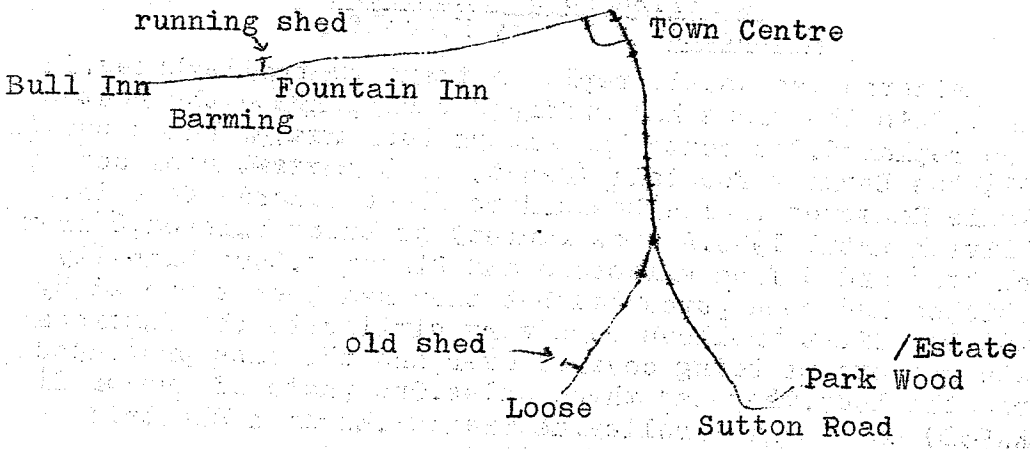
TROLLEYBUSES OF THE SOUTH

Maidstone by H.Woolford

Maidstone,as usual replaced trams by trolleybuses.In the 1920's the trams had suffered badly,and so the routes were replaced.One route has always been run by buses but in 1928 the Barming Fountain (Depot) to Loose was replaced by 3-axle Ransomes trolleybuses.Here fleet records fade into oblivion until 1966.A wide variety of buses existed,2 from Brighton and 5 from Maidstone and District.Some Llanelly vehicles had been purchased but they had been scrapped by 1966.The first trolleys were very similar to the Hastings veterans,except being covered over,and the cabs protruded from the body.They had three axles.One photo of number 21 (KR952) exists in 'Trolleybus Trails'.English Electric rear entrance bodywork was fitted.

The route was extended in the 1950's to serve new housing estates - in the Southern part a new route was installed to the Park Road Estate.No route numbers were carried.At the other end it was extended to the Barming Bull Inn.The route ran along a main road into the town centre where there was one-way wiring.It turned through 90 degrees and ran almost due South until reaching the junction.The Loose route ran slightly more East through suburbia while the other half ran slightly west and then curved round,running into the fringe of the town,now running roughly parallel for a short way to the Barming - Town Centre section.Abandonment came on the 23rd of April, 1967.Vehicle no. 72 was decorated and toured the town all day and finished in darkness.It is now preserved.

In late August I went searching for relics.My elder brother hates the word 'Loose' now! Most of the poles were intact,but most of the span wires had gone.A five-minute arguement between my brother and the depot official showed that enthusiasts were not then welcome,but I managed to get some snapshots.The old tram shed at Loose was intact but all trolleybuses had vanished.However,an insulator for overhead wires was discovered: Ironically tramway relics survived.The tram tracks were intact inside the small corrugated iron shed,and in the forecourt and portions of tram rail had not been covered over in the Fountain shed. Hangars for trolleys were still in one shed - but there were two sets,yet the shed was only wide enough for one bus. Can anyone shed more light on this ple ase?



Fleetlist 1966/7

51,52	LCD51/2	LCD51/2 BUT 9611T	Weymann H56R	1947
54-58	GKN379/80 GKP511-3	Sunbeam W	Roe H62R	1943/4
64-72	HKR3-11	Sunbeam W	Northern Coachbuilders	1946
85-89	BDY807/9/10 BDY817/8	Sunbeam W	Weymann H56R	1947/8

85-89 were ex Maidstone & District 32/4/5,42/3

Withdrawals
1966 69,70,71
1967 the remainder

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QUEUE HERE FOR A Q1

by R.Fenn

It all started one day early in March,1948.We were bemoaning the fact that the Diddlers were rattling more than usual.How much longer could they last? Reports in the local press had called them unsafe and dangerous.Replacements were on order,but so far none was in sight.We stood at the end of Eden Street,Kingston,watching a harrassed inspector and crew coping with a hopeless dewirement.The driver of the 601 to Tolworth had taken the corner too wide with the inevitable result on the crossover.The usual remedy was to put the sticks on the 602/3 wire,but one had lodged in-

paralysis followed and the inspector eventually "went out" and tackled the problem from the roof of the 601 - brave man! He was later rescued by the London Road Tower Wagon Crew who came to assist.Eventually a very red-faced driver took a very bow-legged Diddler back to Fulwell for straightening.

This episode had so absorbed our attention that we had failed to notice a learner that had crept up behind on her way to "The Court".As the Diddler moved off,there shining and resplendant stood HYM779 complete with 'L' plates.The number 1779 seemed too big to be true when compared with the 1-60 we were used to.The first of the Qls had arrived, and what magnificent vehicles they were with their extra six inches width that made them so much more substantial than their Cl counterparts.We chased the bus on our bikes to Hampton Court where,to our delight,the instructor and drivers went into the canteen,whilst we gave her a close examination.She was very orthodox by L.P.T.B. standards, but a very worthy replacement for the Diddlers who were, by now,declining in popularity and affection.

1769 soon followed then 1768/72/93,the batch being completed in January,1949 by the arrival of 1837/3.Rides in and around Kingston were no longer punctuated by hair-raising experiences,and Fulwell certainly kept the 77 vehicles clean and bright throughout their somewhat shortened lives.Garage plates were added in the early fifties,bell ropes were extended over the longitudinal seat downstairs,but apart from this,few visible modifications were made.One strange anomoly did occurr however which was caused by the separate number blind - the Diddlers only having a one-piece display.There were the usual delays in Kingston during the rush hour and thus some 601s would be turned short at the Tolworth Red Lion.Nobody ever looked at the destination blind - it was either a 1 or a 3 and all 1s were expected to turn at the By Pass at Tolworth.I have heard many a harrassed conductor trying to explain to angry passengers what a short-working was,but tradition dies hard.In the end most 601 conductors doing shorts to theRed Lion would also change the number blind for the sake of peace and quiet. (When the RMs came it was strange that the public took it in their stride and expected short workings.In any case Fulwell RMs could not display 283 as this route was now operated by Norbiton.)

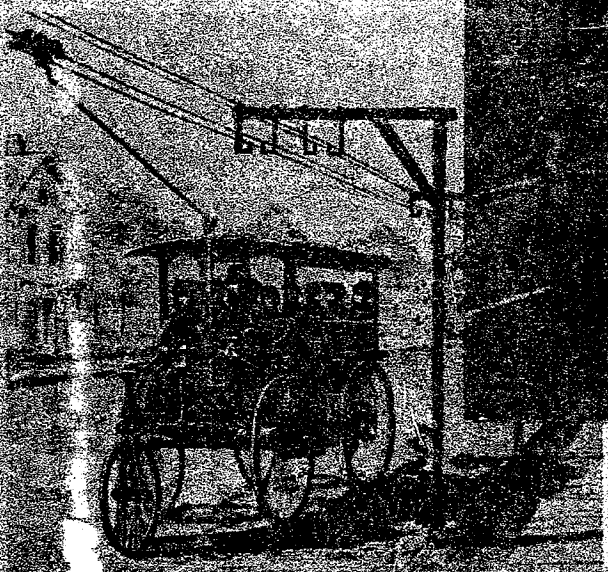
May 1952 saw the arrival of the second Ql batch.1842-57 were allocated to Fulwell,the remainder replaced Cls at Isleworth for the 657.They were identical vehicles

except for their LYH registrations.With the increase in traffic,several bits of rewiring,in Kingston mostly,were undertakenand consisted of joining up turning spurs and setting spring loaded points away from road junctions and back to the previous bus stop thus making several stretches of double wiring,and on the odd occassion double-de-wiring! The most interesting exercise was the complete rewiring of the Hampton Court roundabout to the delight of 667 conductors who no longer had to jump over car bonnets and swing on the pole whilst their vehicle cleared the frogs.

The best stretches of road for sampling the Qls were Hampton Court Road (604) and Upper Teddington Road (601/5) where there were long straight stretches.A fully loaded 604, often late and bound for "The Court" was always a delight to experience especially after the wiring on the slight curve had been moved to the off-side to allow speed to be maintained.Prior to this sticks used to fly,and at 40mph a lot of damage can be done.One often found tell-tale bits of twig and leaves lying in the road as incriminating evidence.But it was away from Fulwell that the best rides could be sampled.The favourite trip was from Hounslow Garage to Shepherd's Bush on the 657,a walk to Hammersmith, return to Twickenham by 667,then home on the 601 to Tolworth. On the Saturday in question we had waited some time at Hounslow Garage for a Q1 but none was in evidence.Eventually 1862 appearedon her way up to the Wellington and we decided tc wait.When it finall y appeared the blindsshowed Isleworth Depot,so our hopes fell.As time was gettin on, we decided to take the next bus and after another long wait,C1 number 143 drew up at the stop.She was very full and quite late and we set off down the London Road at a tremendous rate of knots.However,luck was on our side.When 1862 had entered the depot,the frogs had not returned properly and the result was quite spectacular: one guide line,two insulators and stay bar,plus the complete near-side shoe of the bus lay scattered across the London Road. The cab door banged angrily,certain unprintable words were spoken and a voice shouted upstairs "Everybody off".We formed an orderly queue and again waited.136 arrived from Hounslow but was full and had to be dewired to pass the damaged points.Only one thing for it - fetch another bus out.

tour of 30/5/69 with the new Tinsley Viaduct in the background.

(P. Beardsley



(A) [illegible]'S ELECTRICALLY PROPELLED CARRIAGE' AS DEPICTED IN A WOODCUT IN THE "SCIENTIFIC AMERICAN" FOR JUNE 1889. THE TILLER-CONTROLLED FRONT WHEEL STEERING WILL BE NOTICED

LEFT:

The early American idea of a trolleybus.

(H. Beardsley.